

## CHAPTER 8. CERTIFICATE REPAIRMAN FOR LIGHT-SPORT AIRCRAFT

### SECTION 1. BACKGROUND

#### 1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

- *Maintenance*: 3527

**3. OBJECTIVE.** This chapter provides guidance for the issuance of repairman certificates for light-sport aircraft and the cancellation of surrendered certificates.

**5. GENERAL.** Repairman certificates may be issued for the following light-sport aircraft classes: airplane, glider, gyroplane, lighter-than-air, powered parachutes, and weight-shift-control. The class of aircraft eligible to be inspected or maintained will be identified on the repairman's certificate.

*A. Definitions.* For the purpose of this order, the following definitions will apply:

*(1) Experimental Light-Sport Aircraft.* Identified as an ELSA for the purpose of this order. An ELSA is an aircraft issued an experimental certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 21, § 21.191(i).

*(2) Light-Sport Category Aircraft.* Called a Special by industry, this aircraft will be identified as an SLSA for the purpose of this order. An SLSA is an aircraft issued a special airworthiness certificate under part 21, § 21.190.

*B. Ratings.* The following ratings for repairman certificates for light-sport aircraft may be issued:

*(1) Inspection* ratings will be limited to aircraft with an ELSA airworthiness certificate that is owned by the applicant. The classes of eligible aircraft are: airplane, glider, gyroplane, lighter-than-air, powered parachutes, and weight-shift-control. The owner's aircraft will be identified by the class, registration number, and serial number on the repairman certificate. More than one class can be listed on the repairman certificate if required class

training is accomplished and the additional aircraft(s) is owned by the repairman.

*(2) Maintenance* ratings are issued for the following SLSA aircraft: airplane, weight-shift-control, powered parachutes, lighter-than-air, and glider. A maintenance rating will not be issued for gyroplane class. The class of SLSA that is to be inspected or maintained will be identified on the repairman certificate. More than one class can be listed on the repairman certificate if required training is accomplished.

*C. Certificates.* Two kinds of airworthiness certificates are issued to light-sport aircraft:

*(1) Experimental, Operating Light-Sport Aircraft (ELSA).* The operating limitations for ELSA require that they have an annual condition inspection every 12 calendar-months. This inspection may be performed by:

- The owner who has a repairman certificate with an inspection rating, and that aircraft is identified on the repairman certificate by class and registration and serial number
- A repairman with a maintenance rating for the appropriate class of ELSA
- A mechanic with airframe and powerplant (A&P) ratings that meets the requirements of 14 CFR part 65, § 65.81, for the appropriate class of ELSA
- An appropriately-rated 14 CFR part 145 repair station

*(2) Special Light-Sport Category Aircraft (SLSA).* These aircraft may be operated for private use or flight training, rental, and towing operations for hire. For aircraft used for flight training and towing, a

100-hour inspection is required. SLSA must be inspected and maintained by a repairman with a maintenance rating for the appropriate class of light-sport aircraft; or by a mechanic with A&P ratings that meets the requirements of § 65.81 for the appropriate class of SLSA; or by an appropriately-rated part 145 repair station. An SLSA special airworthiness certificate will not be issued for gyroplane class because additional design and stability issues for that class of aircraft must be resolved.

**NOTE: To maintain SLSA, part 145 repair stations, A&P mechanics, and light-sport repairmen must have available the necessary data and tools to maintain the appropriate class of SLSA (i.e., airplane, weight shift, lighter-than-air, powered parachute, and glider).**

## **7. LIGHT-SPORT REPAIRMAN ELIGIBILITY REQUIREMENTS.** The applicant must be:

*A.* A U.S. citizen or a citizen of a foreign country lawfully admitted for permanent residence in the United States.

*B.* At least 18 years old.

*C.* Able to read, speak, write, and understand the English language. If for medical reasons the applicant cannot meet one of these requirements, the FAA may place limits on the certificate to make sure the applicant can safely perform the actions authorized by the certificate and rating.

*D.* Able to demonstrate the requisite skill to determine if the aircraft is in a condition for safe operation by passing an FAA-accepted training course designed for each rating and/or class of light-sport aircraft to be worked on.

## **9. PRIVILEGES AND LIMITATIONS OF THE REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATE.** Two ratings are issued on the repairman (light-sport aircraft) certificate: inspection and maintenance. The rating(s), and appropriate limitation(s) by class, will be identified on the repairman certificate.

*A. Inspection Rating.* The owner of an ELSA may apply for a repairman certificate with an

inspection rating after successful completion of required training. The privileges of the repairman (light-sport aircraft) with inspection rating will be limited to the experimental light-sport aircraft that is owned by the certificate holder and will be identified by the class, registration number, and serial number on the repairman certificate. This is similar to the privilege granted a holder of a repairman certificate for amateur-built aircraft under part 65, § 65.104.

*B. Training Required for Inspection Rating.* In addition to the eligibility requirements, the applicant must complete a 16-hour training course accepted by the FAA on the inspection procedures of a particular class of ELSA.

*C. Maintenance Rating.* Any individual may apply for a repairman (light-sport aircraft) certificate with a maintenance rating after successful completion of required training. The repairman may only inspect or maintain SLSA of the same class in which he or she is rated. This rating will allow the individual to perform annual condition inspections on light-sport aircraft certificated as an ELSA or on a SLSA aircraft. In addition, a repairman with a light-sport aircraft maintenance rating may also perform maintenance, 100-hour inspections, comply with Airworthiness Directives (AD) on FAA-approved products installed in a light-sport aircraft only, and perform with applicable manufacturer's safety bulletins on an SLSA for which the repairman is rated.

## **11. MAJOR REPAIRS/ MAJOR ALTERATIONS.**

*A.* Major repairs and major alterations may only be accomplished on SLSA by a repairman (light-sport aircraft) with a maintenance rating, a certificated mechanic with A&P ratings, or a certificated repair station. The manufacturer must provide the technical data for such a repair or alteration and identify the training required, if any, to perform that repair or alteration. This limitation is necessary because SLSA are built under an industry-developed consensus standard and not under an FAA Type/Production certificate, so Civil Aviation Regulations (CAR) 3 and 14 CFR part 23 standards do not apply. In addition, the required training for repairman certification does not include all the training necessary for the performance of major repairs or alterations.

*B.* To perform major repairs or major alterations on FAA-approved products, the light-sport repairman (maintenance) must have received training from the FAA approved product manufacturer or equivalent and perform the work in accordance with 14 CFR part 43.

**13. TRAINING REQUIRED FOR MAINTENANCE RATING.** The repairman with a maintenance rating must complete the required amount of training for each class of light-sport aircraft as detailed below:

**NOTE: For an in-depth explanation of the training requirements for light-sport repairmen with the maintenance rating, see FAA Order 8000.84, Procedures to Accept Industry-Developed Training for Light-Sport Repairmen.**

*A. Airplane.* A total of 120 hours of instruction.

*B. Weight Shift.* A total of 104 hours of instruction.

*C. Powered Parachute.* A total of 104 hours of instruction.

*D. Lighter-Than-Air.* A total of 80 hours of instruction.

*E. Glider.* A total of 80 hours of instruction. To maintain powered gliders, a total of 112 hours of instruction is required.

**15. CREDIT FOR LIGHT-SPORT AIRCRAFT PRACTICAL EXPERIENCE TOWARD MECHANIC QUALIFICATION**

**REQUIREMENTS UNDER PART 65, § 65.77.** A repairman (light-sport aircraft) with a maintenance rating may document time working on either ELSA or SLSA. To apply for a mechanic's rating the repairman must show that he or she has at least 18 months of practical experience working on either powerplants or airframes, or that he or she has at least 30 months of practical experience working on airframes or powerplants concurrently. One month's practical experience is 160 hours of documented time.

**17. DURATION OF REPAIRMAN (LIGHT-SPORT AIRCRAFT) CERTIFICATES.**

*A.* A repairman (light-sport aircraft) certificate with inspection rating remains valid until the repairman no longer owns the light-sport aircraft identified on the repairman certificate, or the certificate is surrendered, suspended, or revoked by the FAA.

*B.* A repairman (light-sport aircraft) certificate with maintenance rating remains valid until that repairman certificate is surrendered, suspended, or revoked by the FAA.

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## SECTION 2. PROCEDURES

### 1. PREREQUISITES AND COORDINATION REQUIREMENTS.

*A. Prerequisites.* Knowledge of 14 CFR parts 21, 39, 43, and 65.

*B. Coordination.* This task may require coordination with other Airworthiness aviation safety inspectors (ASI) familiar with the applicant's skill and knowledge. For unusual conditions or situations outside the normal, contact the Aircraft Maintenance Division, AFS-300.

### 3. REFERENCES, FORMS, AND JOB AIDS.

*A. References:*

- FAA Order 8000.84, Procedures to Accept Industry-Developed Training for Light-Sport Repairmen
- Part 65, subpart E

*B. Forms:*

- FAA Form 8610-2, Airman Certificate and/or Rating Application
- FAA Form 8060-4, Temporary Airman Certificate

*C. Job Aids.* None.

### 5. PROCEDURES.

**NOTE: These application procedures will be incorporated into the Integrated Airman Certification and/or Rating Application (IACRA) electronic application system on or before July 2005.**

*A. Receive the Application.* To apply for a repairman (light-sport aircraft) certificate with either an inspection or maintenance rating, the applicant must provide the following documentation to any FSDO:

(1) Photo identification, such as a valid U.S.-issued driver's license, passport, or other positive documentation that will show that the applicant meets the minimum age and citizenship requirements.

(2) A completed Form 8610-2.

(a) The applicant should put a check in the repairman block at the top of the form and specify the rating requested (i.e., light-sport inspection or light-sport maintenance) on the line under the repairman block.

(b) For inspection ratings, the applicant must provide in Block III, Record of Experience, under Type of Work Performed, the registration number, serial number, and class of ELSA owned by the applicant. An applicant who owns multiple ELSA (in the same or different classes) may apply for adding additional aircraft. When adding additional aircraft, the applicant will check the "added rating" box on a new application form and the additional aircraft will be listed in Block III. All aircraft owned by the certificate holder may be listed on one repairman certificate.

(c) For maintenance ratings, the applicant must provide in Block III the class(es) of SLISA to be maintained.

(3) Without any assistance, the applicant must *read and sign* the applicant's certification on the front of the form in the proper location in the presence of an FAA Airworthiness ASI or designated representative. If there is doubt that the applicant can read, write, and understand the English language, have the applicant verbally read the applicant certification block on the front of the form or administer another test to prove command of the English language.

(4) Provide proof that the applicant has received 16 hours of FAA-accepted training for the inspection rating or 80/120 hours of FAA-accepted training for the maintenance rating in the class of light-sport aircraft to be maintained. Proof of training would be a certificate of training or graduation certificate. The certificate of training or graduation certificate for either inspection or maintenance rating must have an FAA acceptance number, name of the organization giving the training, hours of training received, name of the instructor, name of the course, class of light-sport aircraft on which training was received, and date instruction was completed. If there is doubt concerning the validity of certificate of

training/graduation, contact AFS-610 and check the class number and dates of instruction.

*B. Review the Application.* The inspector shall:

(1) Review the documentation submitted by the applicant for accuracy and completeness.

(2) Return the proof of training certificate to the applicant.

(3) If the repairman certificate is to be issued, check the appropriate blocks on the FAA Inspector's Report block at the bottom of the second page and provide the date, signature, and FSDO identification.

*C. Complete FAA Form 8060-4, Temporary Airman Certificate.*

(1) In Block III, insert the word "pending."

(2) In Block IV, fill out the name, address, and physical description.

(3) In Block IX, for an inspection rating, insert the words "Repairman (Light-Sport Aircraft)."

(4) In Block XII, first insert the words: "Inspection." Directly underneath put the class of light-sport aircraft (e.g., airplane, glider, powered parachute, weight-shift-control, gyroplane, lighter-than-air) \_\_\_\_\_, followed by the aircraft's Registration Number N \_\_\_\_ and Serial Number \_\_\_\_\_.

(5) For a maintenance rating, in Block XII, insert these word "Maintenance" followed by the class (or classes) of light-sport aircraft the repairman is qualified to work on (e.g., airplane, glider, powered

parachute, weight-shift-control, lighter-than-air) \_\_\_\_\_."

**NOTE: Inspection and maintenance ratings may both appear on the same repairman light-sport aircraft certificate.**

(6) Review the Form 8060-4 for accuracy. If the rating is to be issued, the inspector or designated representative signs and dates Block X, then the applicant signs Block VII.

## 7. TASK OUTCOMES.

*A. Complete PTRS.*

*B. Issue the Temporary Certificate.* After determining that the applicant meets all the requirements for certification, approve the application by signing it. Complete Form 8060-4 in duplicate.

(1) Give the applicant a copy of Form 8060-4. Both the applicant and the inspector must sign this form.

(2) Send Form 8610-2 and the original Form 8060-4 to the Airmen Certification Branch, AFS-760, within 1 business day.

*C. Deny Certificate.* If the application is disapproved, return it to the applicant with a letter explaining the denial.

**9. FUTURE ACTIVITIES.** The FAA may take enforcement action against the repairman if the aircraft is maintained in a manner contrary to the inspection/maintenance requirements contained in its operating limitations and/or applicable Federal aviation regulations.